

Message Text

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ACTION EB-11

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FM AMEMBASSY BUENOS AIRES
TO SECSTATE WASHDC PRIORITY 3672

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E.O. 11652: N/A
TAGS: ETRN, AR
SUBJECT: US/ARGENTINE CIVAIR ARRANGEMENT

REF: A. STATE 182636, B. BUENOS AIRES 6659, C. BUENOS AIRES 6575

1. DURING MEETING ON SEP 20 WITH UNDER SECRETARY TETTAMANTI IN FOREIGN OFFICE, DCM PRESENTED CONTENT OF PARA 4, REF A. IN ENSUING DISCUSSION, TETTAMANTI AT FIRST INDICATED GOA SATISFACTION THAT USG IN AGREEMENT WITH FURTHER STANDSTILL SO THAT MATTER COULD BE HANDLED SMOOTHLY AT LATER DATE. WHEN DCM EMPHASIZED THAT USG UNABLE TO UNDERSTAND OR AGREE WITH VERY EXTENDED STANDSTILL REQUESTED BY GOA (THROUGH NOVEMBER), TETTAMANTI INDICATED AGREEMENT THAT ACTION COULD BE TAKEN TO MOVE TOWARD RESOLUTION OF PROBLEM.
2. TETTAMANTI THEN LAUNCHED INTO CLEAREST AND MOST FRANK EXPLANATION OF GOA POSITION WE HAVE HEARD OPENLY TO DATE. HE STATED FLATLY THAT GOA DOES NOT FIND IT IS ABLE TO AND IS NOT WILLING TO CARRY OUT COMMITMENTS MADE IN MOMORANDUM OF CONSULTATION SIGNED DECEMBER 1972. IN THIS CIRCUMSTANCE AND BECAUSE USG HAS INDICATED IT WILL NOT PROCEED TO IMPLEMENT CIVIL AIR AGREEMENT SIGNED 1947, ALTHOUGH GOA CONSIDERS THAT AGREEMENT VALID, BEST POSSIBLE SOLUTION IS TO START FROM SCRATCH AND REACH NEW AGREEMENT BETWEEN TWO GOVERNMENTS.

3. TETTAMANTI DID NOT GO INTO ANY DETAILED RATIONALE OF WHY GOA
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IS NOW UNWILLING TO HONOR COMMITMENTS IN MEMORANDUM OF UNDERSTANDING.

IN HIS REFERENCES TO CIVIL AIR AGREEMENT OF 1947, AND WHY GOA FEELS THAT AGREEMENT VALID, HE FOLLOWED LINE OF ARGUMENTATION CONTAINED IN ARGENTINE INTERAGENCY WORK GROUP DOCUMENTS AS OUTLINED REF B.

4. WHEN ASKED HOW HE VISUALIZED FORMAL STEPS MIGHT BE TAKEN TOWARD REACHING A NEW AGREEMENT TETTAMANTIS REMARKS ALSO REFLECTED CONCLUSIONS IN GOA WORKING GROUP WHICH WE HAVE MADE AVAILABLE TO DEPARTMENT (SEE ESPECIALLY BA 6394). HE FELT THERE SHOULD BE AGREEMENT AMONG THE AIRLINES INVOLVED FOLLOWED BY CONVERSATION BETWEEN THE AERONAUTICAL AUTHORITIES BETWEEN THE TWO COUNTRIES AND, FINALLY, APPROVAL BY BOTH GOVERNMENTS. WHEN DCM INDICATED THAT PROCEDURE WOULD CERTAINLY PROVE MOST AWKWARD BECAUSE US AIRLINES NOT AUTHORIZED TO REACH AGREEMENTS OF THIS NATURE IN INTERNATIONAL CIVIL AVIATION, TETTAMANTI INDICATED HE KNEW OF THIS RESTRICTION BUT WAS REALLY SUGGESTING THAT IT SHOULD BE THE CARRIERS THEMSELVES WHO WOULD FIRST EXPLORE THE AREAS IN WHICH THEIR INTERESTS CONVERGED AND OUTLINE AREAS OF DISAGREEMENT.

5. TETTAMANTI INDICATED THAT INITIATING CALL FOR NEW DISCUSSIONS WOULD BE UNDERTAKEN BY GOA. WHILE INDICATING THIS COULD NOT BE DONE IMMEDIATELY HE FELT THAT IT COULD BE UNDERTAKEN WITHIN ABOUT TEN DAYS. HE FINALIZED DISCUSSION ON THIS TOPIC BY STATING THAT THE EMBASSY WOULD RECEIVE A FORMAL COMMUNICATION FROM THE GOA TO THIS END, POSSIBLY NEXT WEEK. HE ASSURED THE DCM THAT IF CIRCUMSTANCES AROSE SO THAT THIS TIMETABLE BECAME IMPRACTICAL HE WOULD BE IN TOUCH WITH THE EMBASSY INFORMALLY WITHIN ABOUT TEN DAYS TO DISCUSS THE MATTER AGAIN AND INDICATE THE REASON FOR ANY DELAY.

6. WE ARE INFORMING LOCAL REPRESENTATIVES US LINES, IN GENERAL, CONCERNING THIS "NEW" POSITION OF GOA.

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